

RULES MAY BE CHANGED

Julian Halford Offers Suggestions for Truck Contests.

ON COST PER TON MILE

Favors Reliability Contest of 10,000 Miles as Best Basis for Figuring.

By Julian Halford, of Wyckoff, Church & Partridge, New York.

In my opinion the entire basis of the rules proposed by the A. A. Board covering a contest of motor trucks is totally wrong.

The objective of a motor truck is work done in a certain period at a discovered cost. This is expressed in the form of "cost per ton mile."

ENGLISH BULLS ON VIEW

Blooded Dogs Get Their Meed of Praise at Annual Show.

MRS. HAMILTON'S PETS WIN

Entries from Her Kennels Are Decked with Ribbons—Blue for Thornbury Pearl.

The English bulldog can assuredly give his American cousins a lesson in manners.

The awards should go to the truck which averages the lowest cost per ton mile.

Let us assume a hypothetical case—run-time shall be eight hours per day, depreciation shall be 20 per cent per annum on a truck.

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ABBOTT-DETROIT "BULLDOG" ON ITS WAY THROUGH TEXAS ON RECORD RELIABILITY TOUR.



GEORGE SCHUSTER. One of the drivers in the New York-to-Paris race, who now has charge of service department in this city of E. R. Thomas Motor Car Company.

Causes of Motor Overheating

W. H. Stewart, Jr., Tells What to Do to Locate the Trouble.

By W. H. Stewart, Jr.

Motors properly designed seldom overheat, except when parts go wrong and produce such a result.

Fourth—Another cause which produces overheating is excessive carbonization of the cylinders.

Fifth—Many drivers do not use the advance of the spark to advantage.

Sixth—Do not fail to keep the circulating system filled with water.

Seventh—See that the motor is receiving a proper amount of oil.

Eighth—A cooling air current, however, with the fan out of order many motors are practically useless.

Ninth—The radiator itself is not always available for cooling purposes.

Tenth—The radiator itself is not always available for cooling purposes.

Eleventh—The radiator itself is not always available for cooling purposes.

Twelfth—The radiator itself is not always available for cooling purposes.

Thirteenth—The radiator itself is not always available for cooling purposes.

Fourteenth—The radiator itself is not always available for cooling purposes.

Fifteenth—The radiator itself is not always available for cooling purposes.

Sixteenth—The radiator itself is not always available for cooling purposes.

Seventeenth—The radiator itself is not always available for cooling purposes.

Eighteenth—The radiator itself is not always available for cooling purposes.

Nineteenth—The radiator itself is not always available for cooling purposes.

Twentieth—The radiator itself is not always available for cooling purposes.

Twenty-first—The radiator itself is not always available for cooling purposes.

Twenty-second—The radiator itself is not always available for cooling purposes.

Twenty-third—The radiator itself is not always available for cooling purposes.

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Twenty-sixth—The radiator itself is not always available for cooling purposes.

Twenty-seventh—The radiator itself is not always available for cooling purposes.

Twenty-eighth—The radiator itself is not always available for cooling purposes.

Twenty-ninth—The radiator itself is not always available for cooling purposes.

Thirtieth—The radiator itself is not always available for cooling purposes.

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AUTO NEWS OF THE DAY TO CLIMB SHINGLE HILL

Little Bits of Items Picked Up on Automobile Row.

C. T. Silver, of the Overland Sales Company, reports the end of his tether so far as his allotment of several models from the Overland factory is concerned.

"The demand for Overland cars is a healthy one," remarked Mr. Silver.

"Fifteen hundred 1911 Overland cars will have passed through our hands by the end of the month, and in view of these actual figures we can only feel that the demand for Overland cars is an accomplished fact."

After hardships innumerable the five-ton Saurer motor truck which left Denver on March 1 with a three-ton cargo, bound for San Francisco and return to New York, arrived at Los Angeles on the night of May 8.

Prominent men in the automobile industry will comprise the party journeying to Indianapolis on Memorial Day by way of the "Splendid Special."

The party, under the guidance of Charlie Splittford, of magnet fame, will board their train de luxe at the new Pennsylvania terminal on the morning of May 25, and the train will be their home until its return to New York.

Arrangements were completed last week by W. B. Hurlbut, president of the Pennsylvania Auto Motor Company, with Benjamin E. Smith to represent the company on Broadway, driving the late delivery of the "Splendid Special."

The open events will include a 100-yard handicap dash, a 200-yard handicap, a 600-yard notice, a one-mile handicap and a twelve-pound shot-put.

The closed events will consist of scholastic races, association football and Highland dancing.

Entries close on next Wednesday with Degea & Co., No. 20 John Street, city, and with the secretary, J. D. I. Husband, No. 102 Beach Street, Jersey City.

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Yale Automobile Club Has Many Entries Already.

More than one hundred entries, amateur and professional, are assured for the Yale hill climb on Shingle Hill, West Haven, Conn., on Saturday, June 10.

The Yale Automobile Club has joined hands with the New Haven Automobile Club in an effort to make this season's event the largest hill-climbing contest in history.

With such stars as Ralph De Palma in his 50-horsepower Simplex, David Bruce-Brown in a fast Fiat, Calix Hresag with his famous 50-horsepower car of the same make, and a host of other crack racers, the Yale Automobile Club has a fine field of entries.

Cash prizes are offered for the drivers in addition to cups for the amateur pilots and entrants. In the free-for-all numbers \$100 will go to the winner and \$50 to second.

In the "class" "C" numbers \$25 is offered for each. Motorcycle competitions are also offered.

Shingle Hill is nine-tenths of a mile in length and is not an easy course. Bruce-Brown holds its record, 51 seconds flat, made with the "Hemery" Benz.

The contest was inaugurated in 1909, by George H. Townsend, and members of the Yale Automobile Club. Bruce-Brown won the first affair, driving the late delivery of the "Splendid Special."

The party, under the guidance of Charlie Splittford, of magnet fame, will board their train de luxe at the new Pennsylvania terminal on the morning of May 25, and the train will be their home until its return to New York.

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WHAT IS LIFE OF A CAR?

L. A. Hopkins Says Abbott Bulldog Is One Answer.

NOTHING DEFINITE KNOWN

Very Little Reliable Data Have Ever Been Collected on a Rather Important Subject.

The French automobile journal "L'Auto" is conducting a novel competition. In order to ascertain the period of a car's usefulness it is offering a prize to the owner of the oldest automobile still in regular use, and it is said some of the entrants go back as far as 1851.

"These things are as variable as your coat in falling," said L. A. Hopkins, president of the Abbott-Detroit and Regal Cars Company, in commenting on this. "I've heard a man hold a proudful of men in awed silence while he expatiated on his careful driving and almost estoteric car knowledge, and clinch it by saying his car was five years old and rather better off you took his word for it than the day he bought it. And I've seen the same man try to sell his car next month, and explain, almost with tears, that it had been bought a year ago and run scarce a haggardly five hundred miles."

"But, seriously, in buying cars, I know of no one question so often asked, and which there is so little reliable data to answer, as what is the life of a car. The rare buyer can get a new car yearly or a string of cars at a time. But to the average owner—for whom, after all, the best car values are with the vital question is, 'How long will it stand up?' In spite of its importance, no maker, up to last year, has set out deliberately to see just how much mileage a car is capable of before it is absolutely worn out."

Last July the Abbott factory decided to solve the question, and, choosing the new famous Abbott bulldog, started it on a 100,000-mile tour of the American continent. To prove that the car has not been nursed along with any particular tenderness, I might mention that so far it has covered thirty-nine different states in mud and rain, snow and sand; it has forded rivers and creeks; ploughed through sand and gumbo clay; crawled through the slime of river bottoms and cautiously crept to the tops of mountains and down the other side. In fact, the series of snapshots taken en route by the bulldog look more like seeing America under difficulties than anything else I know of. The car, now in Mexico, has already covered 27,000 miles, in excellent condition, and the balance of the route includes a tour of the Pacific Coast as far as Vancouver, across Canada for 7,000 miles to Montreal, down the Atlantic Coast to the isthmus of Panama, and will mean visiting every state and crossing the continent twice. A journey equal to twice the distance around the world.

At the completion of the 100,000 miles the car is to be taken down and examined by a committee of the six foremost automobile authorities and the exact condition of the shipmanship studied, thus, we believe, making a valuable pioneer contribution to the important, but yet untaught question: "What is the life of a car?"

SEAWANNAKAS TO "DRESS SHIP"

Commodore Frank S. Hastings, of the Seawannaka Corinthian Yacht Club, announces, through his fleet captain, George Emilen Roosevelt, from the flagship Peggy,

that the squadron will rendezvous at Seawannaka Harbor, Oyster Bay, on Saturday, May 27, and on signal from the flagship at noon the club burgee will be hoisted and all simultaneously. There will be a reception at the clubhouse at 4 p. m., to which captains, members and their guests are invited. The fleet captain will conduct divine service on Sunday, May 28, on board the flagship, for which special music has been provided.

Five Open Events on the Programme for Twentieth Annual Carnival

The twentieth annual athletic carnival of the Seawannaka Yacht Club, will be held on Memorial Day at Schutzen Park, Union Hill, N. J., under sanction of the Amateur Athletic Union.

The open events will include a 100-yard handicap dash, a 200-yard handicap, a 600-yard notice, a one-mile handicap and a twelve-pound shot-put.

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